

USAF Declass/Release Instructions On File

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DETACHMENT H

1 August 1966

STANDARD OPERATING PROCEDURE

H-45-11

MISSION GENERATION AND LAUNCH PROCEDURES

- I. **PURPOSE** : To establish personnel requirements and associated procedures for Avionics, Special Equipment and Maintenance, to generate and launch an aircraft capable of performing an operational or training mission.
- II. **SCOPE** : The provisions of this SOP apply to all technical specialists and supervisors who have direct or indirect contact with the aircraft during the generation and launch of a mission.
- III. **RESPONSIBILITY** : The Maintenance, Avionics and Special Equipment Supervisors will insure adherence to this SOP. The Chief of Maintenance will have direct authority over Avionics, Special Equipment and Maintenance personnel during the generation phase. The Crew Chief will have directive authority during launch phase.
- IV. **PROCEDURES** : To assure standard procedures and control of personnel and equipment and to give guidance to specialists and supervisors during the generation and launch of a mission aircraft, sequencing will be coordinated with the applicable Crew Chief. Furthermore, to preclude a security compromise that would indicate the type of mission to be flown, any deviation from this SOP, not applicable to the mission generation or launch or directly involving aircraft maintenance, will be coordinated through the Chief of Maintenance or Director of Material.
 - A. **Pre-notification**: To expedite generation, the Chief of Maintenance will assure that an operational mission aircraft number is posted on the daily flying schedule board prior to departing the hangar at the end of the normal work day. Should an operational sortie be alerted, this aircraft will be utilized for the following day's mission. In addition, the duty maintenance crew will be posted to the duty roster in Hostel Number 1. The weekend duty crew will remain on the Base during duty hours, and will be utilized for generation and launch of operational mission should one be alerted. Avionics and Special Equipment Supervisors or their

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designated representatives will be responsible for checking in at the [REDACTED] between 1000-1100 hours on non-duty days for possible alerting of operational missions. It will be the responsibility of the Special Equipment Supervisor to notify the specialists and report for duty as soon as possible.

B. Generation:

- (1) The Maintenance Clerk will be responsible for posting all known mission information on the scheduling board. This information will be removed from the scheduling board and placed in a safe when all personnel leave the maintenance office.
- (2) As soon as practicable, a short informal meeting of the Chief of Maintenance, Inspector, Crew Chief and Systems Supervisor will be held in the Maintenance Office to determine any additional requirements, such as deployment team, equipment, etc, that may be needed. In addition any problem in coordination between special equipment installation, avionics pre-flight and general maintenance work will be resolved.
- (3) Special Equipment build up, load, and pre-flight will be in accordance with current Maintenance SOP's H-45-15 and H-45-16.
- (4) Autopilot pre-flight will be accomplished IAW autopilot tech written instructions as outlined in Sec. IV, A and B of Autopilot Maintenance Manual.
- (5) Aircraft pre-flight will be IAW existing check list. All work will be completed on the aircraft with the exception of aircraft refueling, prior to leaving the hangar on the day before the launch.

C. Launch : For the purpose of this SOP the Launch Phase will be considered that portion of aircraft preparation that takes place on the day the aircraft is launched.

- (1) Maintenance personnel directly responsible for the aircraft generation and launch will be present for duty 3+15 hours prior to take-off on an operational mission, and 2+15 hours prior to take-off on a training mission.
- (2) Avionics personnel will have access to the aircraft, to perform an operational check of communications equipment, 5+00 hours prior to take-off.
- (3) System technicians will have access to the aircraft, to check circuit breakers and operational check of their equipment, at 4+15 hours prior to take-off. System configuration will be installed and completely

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checked out, 3+15 hours prior to launch on operational missions, and 2+15 hours on training flights.

- (4) Autopilot will be given an operational check by the autopilot technician, 30 minutes prior to the aircraft leaving the hangar, when maintenance has been performed on the aircraft since pre-flight, and on all operational missions.
- (5) The maintenance crew under the supervision of the Crew Chief will check tire pressure, nitrogen pressure, oxygen pressure, battery, strutt extension, turbine inspection and general check for obvious discrepancies. On operational missions, after system 13 destructor check out, a pressure check will be made on system 13 pressure box to assure there are no leaks.
- (6) The Crew Chief will attend the pilot's briefing, 2+30 hours prior to take-off on an operational mission, and 1+00 hours prior to take-off on a training mission. He will brief the pilot on:
 - (A) Model of aircraft being flown (G, or F Models), slippers installed, etc.
 - (B) Amount and location of fuel on board.
 - (C) A detailed briefing covering last few flights, with positive attention given to discrepancies noted by pilot on last flight and corrective action taken.
 - (D) Any known peculiarities of the particular aircraft.
- (7) The aircraft will be towed from the hangar a minimum of 1+30 hours prior to take-off for refueling. Refueling will be performed in the following manner:
 - (A) Aircraft will be parked and leveled outside of hangar. (During periods of heavy rain the aircraft may be refueled just inside the hangar door. In this situation both hangar doors will be opened and the Crew Chief will assure all safety precautions are taken).
 - (B) Aircraft is grounded using screen on wing tip skid.
 - (C) Fire bottles will be available.

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(D) Check level of fuel aboard aircraft to determine amount of fuel needed to service. If fuel is not visible the wing tanks will be serviced with approximately 200 gallons each main tank, or until fuel level is visible. The aircraft will then be allowed to sit for approximately 5 minutes to allow the fuel to run out-board and stabilize. The dip stick will be used to determine amount of fuel required for service. After determining the amount of fuel required, the refueling truck counter will be used to determine when the correct amount of fuel is aboard. After the established amount of fuel is serviced, the aircraft will again be allowed to sit for approximately 5 minutes to allow the fuel to stabilize. A final dip stick check will then be made to assure proper amount of fuel aboard.

(E) The fuel counter will be set to reflect correct amount of fuel aboard and proper entries made in the aircraft forms.

(8) Towing:

(A) A minimum of one hour prior to take-off, the aircraft will be towed from the hangar for positioning on the taxiway. (Director of Operations will determine take-off direction.)

(B) The aircraft will normally be towed with a jeep using the sulky, at a speed of not more than 10 MPH. Should the tow bar be used, the speed will not exceed 5 MPH.

(C) During periods of inclement weather, where the possibility exist of moisture entering the Equipment Bay and damaging systems and equipment the Equipment Bay seals will be turned "on" prior to towing or parking the aircraft outside of the hangar.

(9) Launch site:

(A) At the launch site the following maintenance and communications personnel will be present :

1 Crew Chief

2 Three Maintenance Technicians

3 One Tracker Technician

4 One Avionics Technician (with spare ARC-() UHF Transceiver

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The need for any additional personnel to assist in accomplishing the launch will be determined by the Crew Chief. Three hours prior to launch the auto-pilot tech reps and applicable D-JII or "B" specialist will be on call in the hangar.

(B) The following is the ~~maximum~~ allowable vehicles to be positioned on the taxiway with the aircraft during launch:

- 1 Two MA-2's with purging nitrogen.
- 2 One ARC-34 radio and Avionics jeep.
- 3 One Keco MG-2 refrigeration unit.
- 4 One jeep with sully.
- 5 One pilot stand.
- 6 One PE van.
- 7 One Mobile Control Vehicle.
- 8 One Maintenance Supervisor vehicle.
- 9 One Security vehicle.
- 10 One Ops vehicle.

(C) The aircraft will be parked on taxiway or runway apron, pointing toward the runway. After the tow vehicle is removed the scissors will be connected.

(D) The aircraft will be leveled and the fuel level rechecked when using partial fuel loads.

(E) The MA-2, pilots stand and refrigeration unit, will be positioned.

(F) Airstart hose, DC power and nitrogen purge line, will be connected.

(G) The Inspector will make a walk around inspection and purging will be started.

(H) DC power will be turned on after Mobile Officer arrives at the aircraft.

(I) After PE personnel complete their checks, the Crew Chief will

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connect gas lines for hot seat and notify pilot.

- (J) Maintenance technicians will be positioned at the rear of the aircraft, to neutralize controls, as part of pilots check.
 - (K) MA-2 operator will start, and stop, delivery of starting air to the aircraft upon pilots signals.
 - (L) Crew Chief will close canopy.
 - (M) DC lines and air hose will be disconnected and stowed.
 - (N) Gear pins will be removed.
 - (O) Engine will be inspected for leaks and access door secured.
 - (P) All equipment will be removed from around the aircraft. The last MA-2 will be removed at the completion of Driftsight purging.
 - (Q) The Crew Chief will signal pilot to hold brakes as the chocks are removed. He will then signal clear to taxi.
- (10) On the runway, the crew and maintenance technicians will remove the pogo pins and the Crew Chief will signal the pilot clear for take-off. After take-off, the pogos will be recovered and the jeep will depart the runway ASAP. In the event the pilot should find it necessary to shut down the aircraft on the runway, the Crew Chief will immediately hook up the sully and tow the aircraft clear.

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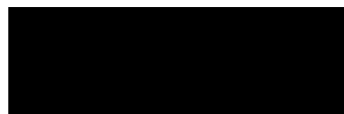
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STANDARD OPERATING PROCEDURE

H-45-12

READ FILE

- I. PURPOSE: To establish a procedure for informing maintenance personnel of pertinent procedural changes that arrive in message or memo form, that effect the maintenance complex.
- II. SCOPE: The provisions of this SOP are applicable to all maintenance personnel.
- III. RESPONSIBILITY: The Chief of Maintenance is responsible for insuring over-all adherence to the provisions of this SOP.
- IV. PROCEDURES:
 - A. The Chief of Maintenance will determine what material is to be included in the read file. He will review daily all incoming and outgoing messages and memos, and assure that all required reading material applicable to the maintenance technicians, has been selected for the read file.
 - B. The Maintenance Clerk will thermofax copies of the selected messages and insert them in the read file. All new messages will usually be in the file by 10:00L. Maintenance technicians will read and initial new messages daily.
 - C. The Chief of Maintenance will advise all concerned personnel on maintenance or flight safety messages as soon as possible after receipt.
 - D. The Chief of Maintenance will periodically review the read file and delete all notices that are out-dated.



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